

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE)
\$4.00 PER ONE DOZ. QUARTS.
\$6.00 PER TWO DOZ. PINTS.
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

JUBILEE
PILSENER BEER
IN HOOD BOTTLES.
PER CASE OF 4 DOZ. QTS. \$13.
" " " 6 " Pts. " 13.
SOLE AGENTS—
H. PRICE & CO.

No. 13,473 號卷十第百肆千叁萬第 HONGKONG, SATURDAY, MAY 18TH, 1901. 陸拜禮 號捌十月伍年壹零千九百壹英港

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers—**CUTLER, PALMER & CO.,**
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a49]

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a48]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 4 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
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1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [a308]

**VICTORIA
CYCLE**

EMPORIUM.
THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a specialty.
MCKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a348]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900. [a3102]

WILLIAM MACLEOD, D.D.S.
DENTIST.
BRACONSFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900. [a378]

AQUARIUS.
PURE, SPARKLING, TRIPLE-DISTILLED
TABLE WATER.
The extreme care taken in the Manufacture of this Water obviates all possibility of its
containing any deleterious matter of any nature whatever. It has the advantage of mixing
readily with Wines and Spirits, without in any way interfering with their character.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
15, Queen's Road,
Hongkong, 18th May, 1901. WINE AND SPIRIT MERCHANTS. [a40]

COTTAM & CO.
JUST RECEIVED
MANILA HATS
LADIES' AND GENTLEMEN'S. [a41]

WATKINS, LIMITED
66, QUEEN'S ROAD CENTRAL, HONGKONG.

CHEMISTS
REFRIGERATED WATER MANUFACTURERS
WINE AND SPIRIT MERCHANTS
CIGAR DEALERS
COMMISSION AGENTS, &c. [a43]

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO.,
17A, QUEEN'S ROAD, HONGKONG. [a44]

THE VICTORIA DISPENSARY
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

LANE, CRAWFORD & CO.
BEDSTEADS.
100 BEDSTEADS IN BRASS AND IRON
AND ALL BRASS.
100 WIRE SPRING MATTRESSES.

TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION
IS INVITED.

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the underlined:—
SUPERB OLD COGNAC, C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a347]

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

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INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY

CLOSED

THE
HONGKONG DISPENSARY
SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the FAR EAST.

Orders will be received as usual.

A. S. WATSON & CO.
LIMITED.

ERATED WATER MANUFACTURERS
ESTABLISHED 1841.
Hongkong, 18th May, 1901.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 139, FLEET STREET, E.C.

HONGKONG, 18th May, 1901

With very much that our correspondent "Scrutator" said, in his lengthy indictment of the Government in Thursday's issue, we are bound to agree. It is only too painfully true that after seven years' experience of that annually recurring affliction, the Bubonic Plague, we are still almost as powerless to cope with it as we were in 1894, when it first appeared in epidemic form. It is not creditable to the Colony that practically nothing has been learned of this disease; that it is still as virulent and fatal as when first it startled us into temporary sanitary activity; and it is deplorable that medical science has as yet been unable to find a remedy for it. The Government have not done what they could. The medical staff is entirely inadequate to carry out the work of disinfection, inspection, and supervision necessary if the city of Victoria is to be made even approximately healthy. The drainage is also most unsatisfactory, and is altogether on a wrong system. There is not water sufficient to flush it, and the drains are continually getting choked. Nothing more insaneful could ever have been thought of than to endeavour to carry out the present system of drainage in a town occupied by Chinese. All authorities who know anything of the East and of the tropics agree that surface drains, daily flushed and cleansed, are alone suitable to the conditions of the Chinese town. No water-closets and no closed drains ought ever to have been allowed, and every means should have been adopted to prevent the saturation of the soil that has been going on for five decades. The Government have been warned repeatedly of this; so long ago as 1875, Dr. AYRES, the then Colonial Surgeon, informed the Government that sooner or later a deadly epidemic would result from the gross neglect of sanitary laws then being permitted; but his report was suppressed, and the warning disregarded. Since then spasmodic efforts have been made to undo the mischief of the past, a Sanitary Board has been established, and a Public Health Ordinance passed. But the Sanitary Board has never been allowed administrative functions, and the funds voted for sanitation have been on a small and grudging scale. Even the Board's recommendations, after being carefully thought out, have frequently been shelved, and sometimes wholly ignored.

If His Excellency the Governor really hopes to see the Colony freed from this deadly visitant he must shake himself free both from dread of expense and from fears of coming into collision with Chinese prejudices. The plague epidemic cannot be effectively grappled with by kid-glove measures, nor will the proper sanitation of the city be secured without a large outlay. The longer the work is delayed, the more costly will it prove and the more costly. Meantime the trade of the Colony is suffering severely by the port being quarantined for some six months every year, and the partial derangement of business caused by the ravages of the disease. The Colony must be prepared to grasp its nettle boldly if the danger with which it is now confronted is ever to be brought under control. Half measures are of little use; to accomplish any real amelioration of the conditions existing, a comprehensive scheme should be deliberately thought out and intelligently worked, with due regard for vested interests, but with no weakness for any class or race of the community. The question of the drainage is the one that should first be taken in hand. Some few years back the Colony was, without due consideration for the conditions prevailing, committed to the present dangerous system of drainage. Then there is the question of overcrowding. This should never have been allowed, but it has grown up, and is now a difficult nut to crack, both on account of the vested interests involved and because of the impossibility of the working classes and those just above them paying the rents demanded. Our correspondent "Scrutator" is perhaps a little wild when he talks of "rapacious landlords"; the landlords are not so much to blame for the high rents as the scarcity of land and the greatly enhanced cost of building. High as rents undoubtedly are, it is a well-known fact that it is impossible to build new houses to let at lower rates; in fact, it is difficult how to make new property pay a reasonable interest on capital. There seems reason to believe that the Chinese workmen employed in the building trade, through their guild, prevent free competition in the labour-market by restricting the supply. This at any rate is currently believed, and not without cause. If such combinations are proved to exist, the Government should take steps to procure their suppression and to prevent their formation in the future. It is their duty, too, to encourage the acquisition of sites by householders for their own occupation by not fixing the upset price too high or imposing an excessive Crown Rent. With the very short leases granted, the Crown Rent should be reduced instead of being, as is the case, increased since the reduction of the Crown lease from 999 to 75 years. Considering the difficulty of housing the people, and the fact that Victoria is cut in half by the interposition of the Naval Yard and Military Cantonments, it was manifestly the duty of the paternal Government to provide means of speedy communication between the centre of the city and its distant suburbs at each end. The necessity for this has been glaringly evident for the past fifteen years. Yet nothing has been done. The Government have quietly waited for relief to come from outside, regardless alike of the public weal and of their own duty as the only municipal authority in the Colony. It is high time that they woke up to a proper sense of their duty, and if they are not at liberty to delegate their municipal duties to a body of the taxpayers, they should at any rate discharge those duties as efficiently as a Municipal Council.

At the same time it would be well for "Scrutator" and those who think with him—that they are many—we are well aware—to remember that the members of the community here have not so far exhibited much real interest in the conduct of public affairs. It is easy to criticise and to find fault; it is much more difficult to discover a remedy for the ills that afflict the body politic. Comparisons with Shanghai are common enough, but they are not always sound or just. The conditions in Shanghai are essentially different, more especially in the matter of taking precautions to keep out plague. There it is comparatively easy, with the aid of the Customs staff, to board every steamer that arrives and to inspect passengers; the organisation exists to hand, and the arrivals are all, so to speak, under the official eye. Here in Hongkong, in addition to the fact that there is no Customs supervision, there are steamers, ships, and native craft arriving at all hours and from every direction with passengers, and it would be very difficult to inspect all before allowing them to land. Hundreds of passengers are continually coming in from adjacent islands and the mainland, whose movements could scarcely be watched. We do not say it is impossible, but it would be so difficult that there is some excuse for the fact that it has not been done. Whether more would have been accomplished had Victoria been governed by a municipality, we are not prepared to say. We think it probable, but our experience of what has happened in connection with the Sanitary Board does not inspire

too much confidence. The community here has less leisure than the people of Shanghai. This arises, perhaps, from the fact that there are more steamers entering and clearing here; that it is the Clapham Junction of the Far East, while Shanghai, though a very busy port, suffers far less pressure. Moreover, Hongkong residents have not yet learned to trust to their own efforts; they know the Government officials are paid to do the work, and they are not anxious to take fresh burdens on their shoulders for which they have to give up valuable time—the equivalent of much money. The recent protest of the special jurors against an unnecessary consumption of their time by being summoned on trivial cases, is an indication of the value of that time. In few places, either in the East or elsewhere, is the business stress greater, and in no city in the world would it be more difficult to find a dozen well-qualified unofficial civilians who would be willing to devote the necessary time to the management of municipal affairs than in Hongkong. Yet a change from the existing system is certainly desirable. We do not get sufficient done for our money. We are afflicted with too much red tape. We are restricted by parsimony, and yet sometimes suffer from waste. The machine is not worn out, but it sadly needs putting in order, and a provisional experiment in the shape of self-government might at least be extended to the city of Victoria, for which a municipality could be granted consisting of a majority of members representing the taxpayers with a proportion of officials to represent the Government.

The transport *Canning* left the harbour yesterday, having on board remanants for the troops up North.

The U.S.S. *Saturn* sails for Manila this evening. The U.S.S. *Monterey* will go to Canton in a few days.

We understand that the Sanitary Board has now taken proceedings against the traders who have been offering for sale spurious milk within the Colony.

H.E. Sir Henry A. Blake, accompanied by Lady and Miss Blake, and his A.D.C., left yesterday by the *Huayshang* for Macao. The visit is a purely private one. The Governor and party will stop at the Boa Vista Hotel.

There will be a hockey match this afternoon, at 5 o'clock, on the Kowloon ground, between the Officers of the Royal Artillery and the Officers of the Indian Brigade. The Officers of the Royal Artillery will be at home to their friends.

We received yesterday morning from Acting Consul-General W. F. Aldrich, the following, dated Manila, Observatory, 9.30 a.m.:—"Depressed the 16th inst. crossed between Luzon and Bisayas. Seems to be now in China Sea west of Mindoro."

Shortly after one o'clock yesterday morning a Chinaman attempted suicide at his house at 11, Jardine's Bazaar, by first cutting his throat and then jumping from the verandah to the street. The police were summoned and the man was removed to hospital. He is expected to recover.

At the Sanitary Board meeting on Thursday Dr. Clark, speaking on the subject of dumping infants outside convents, said:—"The infants were handed in at the doors of the convents and received with thanks. If they lived they were christened." By an error our report made him say that "if they lived they were imprisoned."

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. Programme:—
Overture:—"La Fille du Regiment" Donizetti
Waltz:—"Donau Wellen" Strauss
Selection:—"La Poupée" André
Air:—"Favourite Song" Mendelssohn
Clarinete Solo:—"Mazurka" Kappay
Folk:—"The Deep Blue Sea" Brewer
Folk:—"God Save the King"

A reader sends us the following "Insanitary Note":—"Close to the Macao steamer wharf on the New Quay may be seen a heap of burning rubbish brought from the slums; and as this stuff is brought there, many poor coolies may be seen raking out old clothes and garbage of all sorts, and refilling it to the marine hawkers or stores up the lane. It is a disgusting sight, and conveys the idea that a Sanitary Board does not exist or is not doing its duty. On the rubbish-boats in the harbour the same thing may be seen any day."

Mrs. D'Agostini, wife of Mr. P. D'Agostini, senior writer at H. M. Naval Yard (who is now in hospital with plague), was removed to Kennedy Town yesterday morning, having developed symptoms of the disease. A rumour was prevalent yesterday that Mr. D'Agostini had succumbed to the attack, but we are glad to be able to state, from enquiries, that such is not the case. On the contrary, the patient so far is doing very well. Mr. J. Cummesley (the second patient from the Naval Yard), was however unable to combat the disease, and died yesterday afternoon. He had been in the Colony only about a year, and leaves a wife to mourn his death. Mr. Hawkes, of the Hongkong Dispensary staff, is now almost fully recovered, and will be discharged from hospital at an early date. During the 24 hours ending at noon yesterday the cases of plague reported were 16 (15 Chinese, one European), with 14 deaths (13 Chinese and one other Asiatic).

Both Generals Wade and Ludlow, of the U.S. Army in the Philippines, have left for Japan, invalided.

The U.S.S. *Neerick* leaves the harbour on Monday for New York via Suez. She leaves flying the home-ward-bound pennant.

A Coran telegram says a gold mine has been discovered near Masampo, and it is stated that the Russians are formulating an exclusive claim to it.

It is proposed to inaugurate a St. Andrew's Society in Nagasaki if it is found that a sufficient number of Scotsmen are willing to become members.

The remains of Mr. Chas. Dowdall, who perished in the wreck of the *Edo*, were brought to Shanghai by the Pacific Mail steamer *China* on the 13th inst. and the interment took place on Tuesday afternoon at the Fah Sen Joo cemetery.

Sourabaya has challenged Singapore to play a game of chess by correspondence, but coming so soon after the Batavia game, and in view of the approaching championship contest at the Singapore Club, it was decided not to accept the challenge for the present.

The *Echo de Chine* says work on the railway at Hankow is proceeding rapidly. The engine runs to the 125th mile, and beyond that point the line is completed. Only the bridges remain to be built. It is announced that the locomotive will enter Honan next autumn.

It seems that the *Legation* at the Russian Legation in Seoul not only Mr. Pavloff, the Russian Minister, but also Prof. N. Birukoff of the Imperial Russian School, a Cosack and a child, all of whom proceeded to Japan on a Russian man-of-war to be treated at the Pasteur Institute in Tokyo.

It is said that the Russian authorities in Newchwang are trying to improve the harbour accommodation, the funds to be obtained by levying a special duty of 21,000 ad valorem on imports, and that Japanese merchants met in the Consulate, vetoed the scheme as being premature, and replied to the Russian authorities to that effect.

The following Seoul telegram dated, the 8th inst., has been received in Japan:—"Owing to the Emperor's opposition to the French loan, the Korean Foreign Minister has tendered his resignation. The Korean Government is taking measures to annul the agreement recently signed between the French Minister and the representative of the Korean Court with respect to the loan."

The sugar import duty in the United Kingdom, says the *Phonograph*, will press heavily on planters and dealers in Java, who had never thought for a moment that they would be called upon to help to meet the cost of the South African war. The polarisation distinction drawn in the incidence of the tax will tell heavily against the Java article. It is contended that this comes to a differential duty on Java sugar.

It appears that the recent disturbances in North China have given a hard blow to Japanese industries, especially the cotton industry, says the *Nagasaki Press*. For the past few years gassed yarn has sold well in China, owing to its cheapness. The export of the above to China amounted to 236,211 yen in 1899, and to 179,741 yen in 1900, which shows a decrease of 46,470 yen. The decrease was due to the suspension of all exports to North China, owing to the Boxer outbreak.

The United States expedition in China has been the means of creating a new military order, namely, "The Military Order of the Dragon," with General Chao as president and Captain McCall as vice-president. Its object is "to perpetuate the associations formed during the historic expedition for the relief of their distressed countrymen in China." The order starts out as a very exclusive organisation, as only officers of the Army, Navy or Marine Corps who served under orders in Northern China or the Gulf of Pechili, and representative and diplomatic officers at Tientsin or Peking between June 15th and October 1, 1900, are eligible for active membership. Male descendants of active members may become hereditary members. All members of foreign diplomatic corps at Peking, all military officers in the foreign military service at Peking or who participated in the engagements at Peking and Tientsin, and all civilians actively engaged against the enemy during the siege of Peking or on the march of the relief expedition, are entitled to honorary membership.

YOKOHAMA RACES.

[FROM A CORRESPONDENT.]

Below are the results of the Yokohama Races, first day, run to-day:—
Race 1. Winner of 1901, Mr. Hugo's *Scylla* 5 furlongs 5 miles.
2. China Subscriptions, Mr. Iris's *Strathcona* 3 furlongs 3 miles.
3. Wagers and Country, Mr. Russia's *Mira* 3 furlongs 3 miles.
4. China, Mr. May's *May-be* 3 furlongs 3 miles.
5. All Horses, Mr. A's *Hancho* 3 furlongs 3 miles.
6. Wagers, 1901, Mr. Spink's *Four* 3 furlongs 3 miles.
7. China Subscriptions, Mr. Russia's *Gored* 3 furlongs 3 miles.
8. China Follies, Mr. Tytharleigh's *Aberdeen* 3 furlongs 3 miles.
9. All Horses, Mr. A's *Hancho* 3 furlongs 3 miles.
10. Strathcona, May-be, Oured and Aberdeen will be remembered in Hongkong. *Hancho* ran in Australia up till last year under the name of *Honesty*, winning his last two races in the colonies in September. He succeeded in defeating three other specially imported race-horses—*The Crown*, known in India and the Straits as *Truth*, a winner in Australia, *The Count* from Singapore, and *Mayfly* known in Australia under the name of *Merrigang*. In the fourth race *May-be* defeated *Standard Bore*. (Late Post Race).

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

SHANGHAI 17th May, 7.35 p.m.

KANG YI STILL LIVING.

A Chinese official from Hsianfu declares that he saw Kang Yi alive there.

THE CHINESE TROOPS.

The Kansu troops guarding Hsianfu, not having been paid their wages, are mutinying. An Imperial Decree orders the disbandment of last year's rescue armies.

RUSSIA AND CHINA.

This report is revived that Russia proposes to take Chinese Turkestan on exchange for Manchuria.

THE COMMENCEMENT OF

EVACUATION.

Peking reports that the French military headquarters moved to Tientsin to-day.

GENERAL NEWS.

LONDON, 16th May, 1.55 p.m.

THE PORTE AND THE POWERS.

The Porte, having failed to secure the abolition of the foreign post-offices in Turkey, has seized and rifled the foreign mails. The Ambassadors at Constantinople have returned two of the Porte's Notes. They are now discussing the advisability of a combined naval demonstration. The Porte in a third Note has declared that the recent action in the matter of post-offices was intended to stop the same.

MRS. MURPHY ILL.

President McKinley's wife is seriously ill and in consequence the President's San Francisco tour has been abandoned.

REUTER'S SERVICE.

London, 16th May.

SOUTH AFRICA—BORN LOSSES IN APRIL.

During April, 106 Boers were killed and 2,900 captured.

GENERAL HECTOR MACDONALD KNIGHTED.

General Hector Macdonald was knighted yesterday by King Edward.

MR. BRODRICK'S ARMY SCHEME.

A prolonged debate on Mr. Brodrick's Army scheme is proceeding in the House of Commons.

POLICE COURT.

Friday, 17th May.

BEFORE MR. HAZELAND.

ATTACKING A MAN WITH A HATCHET.

Two Chinese labourers on licensed junk No. 607 had a dispute while at sea recently, and one seized a hatchet and savagely attacked the other, inflicting injuries that necessitated the man's removal to hospital. His assailant was arrested.

WHEN CHARGED, HE ADMITTED THE CRIME, AND WAS SENTENCED TO FOUR MONTHS' HARD LABOUR.

Three hawkers and three coolies were brought up on separate charges of selling samshu at Yau-mai on the 16th inst. without a licence. All excepting one of the hawkers, who was fined \$15, denied the offence. The two remaining hawkers were fined \$10 each, and the third went to prison for 14 days in default of paying a fine of \$15.

BEFORE MR. KEMP.

DIDN'T FORESEE THE VISIT.

Chan So is a fortune teller, but her power to anticipate futurity did not apparently extend to the foreseeing of a visit by excise officers in search of concealed opium.

Enough of the drug was found to justify the imposing of a fine of \$2.

ON THE CHAIR.

A Chinese barber went into a second-hand clothes shop at Yau-mai on the 16th inst. to buy a pair of trousers. A folk showed him several pairs, and then left him to make a selection while he attended to another customer. The barber chose the particular pair he wanted, and, tucking them under his jacket, left the shop without first going through the formality of paying for his purchase. The master of the shop noticed the omission, and went in pursuit of his absent-minded customer, who was overtaken by the police. He was overhauled by the shopkeeper, however, and given up to the police. His Worship sentenced him to two months' hard labour, or, at his option, to a previous conviction for larceny.

AN EXTORTIONATE CHAIR-COOLIE.

Mr. T. K. Dealy, schoolmaster, Queen's College, summoned a chair coolie for unlawfully demanding more than his legal fare on the 15th inst.

The complainant gave the defendant fifteen cents for a ten cent ride, but the latter was not satisfied with his "cumsa," and demanded twenty cents.

HIS GREED COST HIM \$5.

UNLICENSED BILLIARD TABLE.
A Japanese named Manzo Akiba was summoned by Inspector Collett, for allowing to be used at 148, Praya East, a billiard-table for which the licence had expired.

He was fined \$10.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MUNICIPAL FREEDOM.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—The article by "Scrutator" is refreshing and straightforward, but will it wake the Colony out of its lethargy? The majority of Englishmen here are apparently content to crumble against the Governor and the Government, instead of demanding an independent enquiry. An official enquiry would be a farce in a colony governed on the principle of a Gilbert's comedy. We read of one official acting as Director of Public Works, as Water Authority, Head of the Sanitary Board, and what not; whilst another is head of a Department one day and Colonial Secretary the next. It is a family party. Independent opinion under these conditions is impossible. We need go no further than the astounding fact that in so large a colony no decent Englishman will serve on the Sanitary Board as an Unofficial Member. Dr. Hartigan tried hard to bring about reforms and benefit the community generally, but gave up his seat on the Board, and publicly stated his reasons. He was waiting, valuable time, and very properly declined to continue the farce. We have the spectacle of a Government refusing to allow a European reservation; therefore we must suffer the sacred Chinese to live next door to us. We have also been edited by a Governor deliberately proposing (to please the Chinese) that plague precautions should be practically suspended in a certain district, and this at a time when plague is raging! We have seen Chinese dying from plague carried openly along the public streets in public chairs; and in one case, at least, the chair was allowed to ply for hire afterwards without disinfection. We have seen plague-infected clothing carried by Government carriages on to the crowded public ferries, and we see on all sides houses being built which can only be described as "plague incubators," and where fresh air and sunlight—the enemies of plague—cannot enter. We must ask the Home Government to order an independent investigation, until this is done we suffer, and calmly watch the spread of disease and mismanagement. I suppose there is no other English colony in the world where such a state of affairs would be permitted to exist. A committee for public safety, on the lines of the Navy League, is urgently needed. Yours, etc.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—"Scrutator" in his logically written article appearing in your this morning's issue brings forward some of the most serious grievances of the residents of this Colony. The article should not only attract the attention of the local Government, but to the means of urging them (if that is possible) to take immediate steps to remedy the great evils in question.

It is high time that the Government should discontinue being deaf and indifferent to the cries of the public in writers which are of most vital importance for the health and welfare of the people.

When will the Government awaken to their duty (as such it is without doubt) to take determined and reasonable steps to improve the decidedly bad sanitation, and to fight successfully against the most fearful diseases which are continually our visitors?

Why does the Government persist in evading facts, which are there, instead of facing them, and doing what can be reasonably expected of them? But it is never too late to mend! Let us hope they will now at last open their eyes. Yours, etc.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—The article by "Scrutator" in the *Daily Press* this morning is very true, and I for one will give my share to the expense of sending the copy of that article in pamphlet form to every Member of the British House of Commons, headed "Hongkong five hundred years behind any other place in the world." Yours, etc.

A RATEPAYER,

BUT NOT A VOTER.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—Your splendid and vigorous article re "Municipal Freedom" in to-day's issue is quite in accord with what a suffering community has been agitating for years past. To support your views may I be permitted to make some suggestions? In the first instance, we want money to carry out reforms, and to raise funds I would say reduce the salaries of all the high officials by 25 per cent. as long as we have plague here, and utilise the dollars in employing additional sanitary staff to cleanse the city. And how to cleanse the city is another question I put, if our local Medical Officer of Health will take no preventive measures for stopping an army of night-soil coolies from dumping night-soil in all the drains over the city—thus spreading the germs of various diseases.

We read of cases in the Police Court of coolies being fined one or two dollars for the above serious offence. Mr. Editor, who is guilty of the crime, the Medical Officer of Health, or who? The Government. What should be done in such a case is a severe sentence; for a long term with a dose of flogging would deter people in continuing to commit the offence. The P. W. D. should build at once (not in half a dozen years hence) public free baths on the Praya at the west end for the coolie class, using sea-water, which costs nothing, and some fresh water taps as a final douche. These few suggestions may help to eradicate the plague partly from one midst.

SANITARY REFORM.

MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."
 Sir, Mr. C. V. L. has undoubtedly a very strong missionary bias. He believes, I apprehend, that only missionaries can save China. He does not state of what denomination they should be, as these are numerous, all more or less antagonistic. Probably he forgets that missionaries have ruined some fine civilisations and many countries. Spain, for not having repressed monastic institutions in the Philippine Archipelago, lost that colony. The Queen of Hawaii was deprived of her throne, owing to missionaries' intrigues. The problem of missionaries is not of so difficult solution as some imagine. In order to solve it, missionaries must give up all the extraordinary and absurd prerogatives which they are enjoying, and come to interfere in family and political affairs. Italy has a big fleet, but no complaint is made by Italian missionaries against China. The reason of it is because the Roman Church having communicated the Italian government, the Vatican instructs the missionaries of that nation to live quietly, and to avoid picking quarrels. Some officers who had returned from the expedition in the North told me that native Christians claim privileges which would not be countenanced in any European country. Honest missionaries had already represented to the Vatican that genuine advantages would accrue to the Church if missionaries were independent of secular Powers. It is said that some of the Powers are not disposed to give up the splendid privilege of protecting them. The Pope, by complying with the wishes of the Powers, is favouring extermination of Christianity in China. A contributor from Tientsin proposed in a well-known review of Paris that missionaries should be reformed first, before thinking of reforming Chinese souls. At present in China, as in ancient Rome, Christianity is an opprobrious name. What China chiefly needs is science. Missionaries will do well to impress on her people that cleanliness is next to godliness.—Yours, etc.,

OCCASIONAL CORRESPONDENT.

THE FIRST CHINESE REGIMENT.

Hongkong, 16th May.
 TO THE EDITOR OF THE "DAILY PRESS."
 Sir,—With reference to the leaders in your issue of the 14th and 16th inst. about the 1st Chinese Regiment, and the paragraph in to-day's paper in which you express a wish for "exact particulars of their conduct," &c., at the front and also as to "their usefulness," I have forwarded the papers to an official at Weihaiwei who is in a position to, and who I trust will, furnish you with the information you need.
 I have just left Weihaiwei after a stay of over two years, and my experience has been that I am unable to agree with the statements put forward, and am of opinion that your informants could not have seen or studied much of the regiment in question.—Yours, etc.,
 MAHTO.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 17th May.—A quieter tone has prevailed in our market during the past week, and rates in many cases have suffered a decline. At the close there is a tendency to further weakness in some stocks.
 BANKS.—In the earlier part of the week Hongkong and Shanghai were placed at 390 per cent. premium cash, and at 410 per cent. for August delivery. Shares coming into the market from the North and coast ports, however, soon brought the rate down, and we close with sales and further sellers at 382 per cent. premium cash, and at 400 per cent. prem. for August. The London rate has declined to 462. Nationals are unchanged.
 MARINE INSURANCE.—Unions have been placed in small lots at \$350, and are in further request at \$335. Very few shares are to be had at these rates. China Traders are wanted at \$59. Cantons have been sold at \$180, and a further small lot might be had at this figure.
 FIRE INSURANCE.—Business has been dull under this head, and beyond a small sale of Hongkong Fire at \$384 there is nothing to report. China Fire is quiet at quotation.
 SHIPPING.—Hongkong, Canton and Macao have been the medium of a large business at \$350, at which more shares can be had. India China has suffered a smart decline, and after sales at \$135, \$134 and \$133 are to be had at \$132. China-Manila (old) are on offer at \$65, and the new shares after sales at \$53 are quiet at that figure. Douglases are quiet at \$54. Star Ferries have sellers at \$24 and \$10, for the old and new shares respectively. China Mutuals and Shells are unchanged at quotations.
 REFINERIES.—China Sugars have been sold at \$134 cash, and at \$135 for the end of the month, and a further small lot at the former rate is in the market. Laxons unchanged with sellers at \$38.
 MINING.—Pungoys have been sold at \$73 and \$71, and close quiet at the latter rate. Charbonnages have advanced to \$320, at which there are buyers, but no shares offering. Ruffs have been dealt in at \$24, and at \$23, and close with probable sellers at \$20. Olivars are unchanged.
 DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been sold in fair quantities at \$217 cash, at which the stock closes steady. Forward there are buyers at equivalent rates. Hongkong and Kowloon Wharves have been sold at \$103 and there are further small buyers at the rate. Wanchais have sold, and have buyers at \$83. New Amoy Docks are unchanged.
 LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled weak and close with sellers at \$198. West Point has been done at \$56 and \$55, and are in further request. Humphreys Estates are in the market at \$14.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLANDS' KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It removes roughness, freckles, tan, sunburn, eruptions, irritation, stings of insects, &c. &c. Burns, imparts a luxuriant beauty to the complexion, and arranges the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores, and Chemists for ROWLANDS' KALYDOR, and avoid poisonous imitations.

Hongkong Hotels have sold at \$128 and \$129, and are to be had at \$130. Orientals have sellers at \$80.
 COTTON MILLS.—Ewos are wanted at \$1.50 and Hongkong Cottons at \$7. The remaining stocks under this head are quiet and without feature.
 MISCELLANEOUS.—Green Island Cement has been sold largely to the North at \$21, and later at \$20, the market closing with sellers at \$20. China-Bornes are on offer at \$38. Watsons are quiet at \$17. Electrics (old) are wanted at \$12, the new shares can be obtained at \$64. Ices are wanted at \$175. Tramways can be placed at \$225. Steam Water Boats are wanted at \$73. Bell's Asbestos have been placed at \$110. China Providents have improved to \$91, at which shares are wanted. Watsons have been done at \$91.
 MEMOS.—Messrs. A. S. Watson & Co.'s sixteenth ordinary annual meeting on the 22nd inst. Wanchai Warehouse and Storage Co., Ltd. Extraordinary General Meeting on the 23rd inst. to consider an offer for the sale of the Company's property on terms to be ascertained from the General Managers.

COREA.

Chemulpo, 24th March.
 It is some time since I wrote you, although there have been many reports concerning Corea, there has really been very little to write about. The winter was on the whole, a fine one. The cold set in rather later than usual, but now this is over and spring is upon us.
 CONCESSION-RUNTERS.
 With the advent of this season, all the world seems to have awakened to an interest in the "Land of Morning Calm." It almost deserves the name of the "Stormy Land." New concessions are required by people of all nationalities, with the exception of Americans, who are not so active at the present moment. Perhaps it is that they have got all they want. Last year the American Syndicate managed to obtain contracts for the beginning of banking business, the electric lighting of Seoul and extension of the electric tram, cleaning out the drainage-canal running through the centre of the city to the river, the provision of a fresh water supply, etc. These are contracts not to be sneered at. The French have opened a Government Scientific School, and are providing instructors for the Cavalry and Artillery. Besides this, they are after gold and coal-mining concessions, and the contract for the building of a railway from Seoul to Sento, the former capital. They are supplying the plan as well as a loan to pay for it. The British Pioneer Mining Co. has lately struck what is reported to be a very important coal and copper lode, and they have now got out a professor as head-teacher for the Anglo-Corean College. The German mining concession does not seem to have made a good choice of a site, and I hear that endeavours are being made to change the selection. However, the concessionaries are not entirely out of it, as they supply the Musical Director of the Court and the Medical Director. A Japanese school has also been started. The Japanese have now the farming of the gaming monopoly and the finances of the country, formerly in the hands of the Chief Commissioner of Customs. Their railway concessions are not materialising, but in the meantime they have what should be a good thing. The Russians do not appear to have got quite so much at the moment, but with the concession to build a railway to Wonsan, and thence to the frontier, and a nice site at Wonsan for stations, they have not done so badly. There is said to have lately been some friction about the engagement of many instructors, but this seems to have blown over.

RUSSIAN ADVISER AT FOREIGN OFFICE.
 I am credibly assured that a Russian has been engaged as adviser at the Foreign Office, and if this is really the case a great deal may turn on the appointment. It would be no joke for Great Britain and Japan if a Russian were to be installed in the F. O., for bearing in mind the many advantages the wily Muscovite already possesses in these regions, the hold he has on Manchuria and his occupation of Port Arthur, it would mean little short of a Russian domination in Corea if he succeeded in securing to himself the direction of Corea's foreign relations.
 RUMORED RUSSIAN OCCUPATION OF MASAMPO.
 There is now a squadron of six Russian cruisers at Masampo, and I am told that the officer in command has instructions to land guns, erect batteries and leave 1,000 marines to man them. Whether the report is true or not I cannot say, but I should think a programme of the kind could not be carried out without a vigorous protest being entered by some of the other Powers interested.

WHAT MAY STILL BE CALLED THE KIM OK-KIM faction is again showing signs of activity, and the Government has found it necessary to arrest a number of persons for complicity in a suspected conspiracy. The prisoners are all men who formerly held high office, and in their time were prominent supporters of the Japanese party. This is the way their arrest was brought about. Some time ago one of the Mins, who it seems was an advocate of Russian policy here, sold the northern part of Row Island opposite the foreign settlements of Chemulpo to a Japanese. The island is Crown land and the buyer found it impossible to obtain title-deeds for his purchase, notwithstanding the fact that he had paid his money to the vendor. He thereupon commenced proceedings and obtained the arrest of the enterprising gentleman who had sold him land which did not belong to him. The prisoner, in order to escape the dreadful punishment which would be meted out to him for trafficking in Crown property, informed the authorities that if he were treated with clemency he would reveal a plot of which he had knowledge for the overthrow of the Government. His offer was accepted, with the result that the ex-officials already mentioned, six of them in all, were suddenly seized and thrown into prison on a charge of conspiracy.

The best-known of the gang is the notorious Kim Yun-chiu, who last year endeavoured to foment an anti-foreign rising in the north among the ruffians known as Korean Boxers. He was arrested at the time and convicted, among other things, of conspiring to kill the Emperor, and a staunch adherent of the Russian faction. Through some intrigue or other, however, he then escaped, but it is thought his fate is pretty well sealed now.

A STORM BREWING.
 That there is a political storm brewing I am convinced. 10,000 Japanese rifles and a million cartridges have been landed at Chemulpo, and a good deal of mystery is being observed about their ultimate destination.—Mercury.

LATEST STEAMER MOVEMENT.

The N. Y. K. steamer Wakasa Maru (European Line) left Singapore for this port on the 16th May, and is expected to arrive here on the 22nd May.

RUSSIA'S POSITION IN MANCHURIA.

The letter which follows appears in the Times of the 13th ult. over the signature of Mr. C. T. Gardner, formerly H. M. Consul at Newchwang and Acting Consul-General at Seoul.

Having lived some years both in Manchuria and Corea I am convinced that the policy proposed by Sir Ellis Ashmead-Bartlett is impracticable, and would, if possible, be disastrous. I think the mere announcement of such a policy evinces an insufficient acquaintance with the facts of the case. In the first place Russia's legitimate interests in Manchuria are greater than the interests there of the rest of the world. Manchuria is divided into three provinces—Heilung-kiang, Kirin, and Feng-tien. Heilung-kiang is bounded on the north by Russian territory, and Kirin is bounded on the east by Russian territory. The Russian province of Primorsk (Maritime), so called because bounded on the east by the Pacific Ocean, is also called Ussuriysk Krai, or territory of the Ussuri, because the river Ussuri (with the Lake Haila) bounds it to the west. Owing to the want of good government in Heilung-kiang and Kirin, brigands and dacoits constantly cross the Russian frontier, and rob the caravans in the carrying off the cattle. Year by year this state of affairs has become more and more intolerable to the Russians, for the simple reason that the colonization of Primorsk has been steadily going on, and the colonists' wealth in horses, sheep, and cattle has increased—increasing the temptation to plunder them. Russia, therefore, has a perfectly legitimate right to take measures to protect her subjects living near the frontier and to insist on China's restraining the raiders. It is impossible for Russia to police the frontier, stretching thousands of miles. In Primorsk, long as the coast of Vladivostok—which is closed by ice in the winter. It is a legitimate interest of Russia that she should have an open port as an outlet for her Siberian territories. This she has now obtained, with our acquiescence, by obtaining the lease of Port Arthur, situated at the end of the peninsula of Liaodung, and the capital of the province of Liaoning. The position of Port Arthur, situated at the end of the peninsula, is such that it can be blockaded by the Power possessing the superior navy.

Besides the political and railway interests of Russia in China, she has considerable commercial interests. First, all along the border, especially in the south-east corner of Kirin, there is an immense overland trade in salt, cattle, and spirits. Russia, too, has nearly the monopoly in the fur trade. The sable is mostly found in Heilung-kiang and Kirin, and the centre of the trade is at Khabarovka, a Russian border town at the junction of the Sungari and Amur rivers. Sometimes the Manchurian hunters take the skin to Khabarovka for sale, sometimes they are collected by Russian dealers who travel into Manchuria. It is evidently a legitimate interest of Russia that these travellers should receive adequate protection.

Owing to all these causes Russia is strongly tempted to annex Manchuria. On the other hand, to us it is of vital importance to preserve the integrity of the Chinese Empire and to maintain the open door in Manchuria; and that is, to my mind, only one way of protecting our interests in Manchuria; and that is by following the policy enunciated by Lord Lansdowne—that is, while opposing any separate treaty between Russia and China, to ask Russia what she really wants in China, and then giving Russia a loyal aid in obtaining all that is really essential to her and that can be conceded to her without serious detriment to ourselves.

The task of conciliating our interests with those of Russia is a very delicate and difficult one, but still there are facts in the situation which lead me to hope it may be accomplished. In the first place, our interests are identical with those of Germany and the United States. They are entirely commercial and shipping, and are greater with regard to the province of Feng-tien than to the two other provinces. Owing to causes too long to enter into, Feng-tien is the only part of Manchuria that purchases to any extent our products; and, except a few brass for making sauce which come in the form of say from Hongkong, for a little vermilion which comes from Italy, and furs, which reach us generally through Russia, we do not consume any of the products of Manchuria. Japan is more interested in Manchuria than we are, for she is dependent on that country for bean-cake with which to manure her farms; and further there is in Japan an extremely strong aspiration to dominate both Manchuria and China, and to place herself at the head of the yellow race. Any annexation of Manchuria by Russia would create a ferment in Japan.

The interest of France in Manchuria is not the least strong because it is founded on reasons of sentiment rather than on material interests. The services France has rendered to the world by her Christianity and civilizing pagan people in the East, have been very great. In Manchuria the work being done by her devoted priests and nuns is immense. Many villages and towns there are Catholic. Now, though I am a Protestant, and strongly adverse to the Romanist political methods, I can only speak in the highest terms of the philanthropic and religious work I have seen of the French Catholics in Manchuria. Of this work France is justly proud, and I do not think she would like this work put a stop to, as it would be if Russia annexed Manchuria.

It seems to me if we act in a conciliatory manner to all the Powers, if we make allowances for their difficulties and susceptibilities, if we frankly and loyally support Russia in her legitimate desires, if we do our utmost to appease local irritations and ebullitions of temper of overworked local officials, often due to impaired health, there is a hope we shall maintain the concert of the Powers and so obtain the preservation of all our interests.

The proposal Sir E. Ashmead-Bartlett makes with regard to Corea is about as mischievous a proposal as it is possible to make; were it carried out it would be a fertile source of disorder and of danger of war. The real object we should endeavour to obtain as regards Corea is its neutralization under the guarantee of Europe, the United States and of Japan.

One more word to remove possible misapprehension. Neither Port Arthur nor Liaodung Bay is of any use as a commercial port. The geographical position of Port Arthur precludes its being a distributing centre of the Hinterland. In spite of its many disadvantages Yixingze (the port of Newchwang) is the only possible commercial port of Manchuria. I have ridden along the whole coast of Manchuria from Taku-shan to the Yalu river, and there is no possible harbour. The approach to the shore is so shallow that junks drawing only a few feet have to ride out some five miles to sea, and during the south monsoon cannot with safety come anything like so near.

THE INDEMNITY QUESTION.

The *Universal Gazette* in a letter from Peking gives what purports to be the gist of the conversation on the 19th ult. between the representatives of the Powers and of China on the indemnity question. The British, French, German and Japanese Ministers represented the Powers, while the Chinese committee was composed of Hsu Sheng-peng, Na Tung, and Chou Fu. The dialogue is given as follows:—
 M. Pichon: "We have invited you three gentlemen here to-day to ask you how much of the indemnities China can pay yearly." Hsu: "How much is the grand total asked for?" M. Pichon: "Reckoning up to the 1st of the seventh foreign month, 450 millions" (P. Hsu: "China has not the ability to pay so much. Friendliness to China would dictate a more generous policy." M. Pichon: "We only require enough to meet expenses. But this is only the amount in general, more or less may be settled later. Our chief object to-day is to inquire what China has to offer by way of security for the debt." Hsu: "China has a yearly deficit, as is well known to you. I think that the present tariff, which is on the basis of very old exchange, does a vast injustice to China. The year before last it was debated whether the tariff might not be increased. I think that if you were willing to allow this, according to the present rate of exchange, China would have a greater revenue from this source and the merchants could recoup themselves by increasing the price of their goods, and so trade would not suffer." M. Pichon: "We have deliberated upon the matter, and probably it could be arranged. If so China would get 10,000,000 taels more yearly from the Foreign Customs. How much is the revenue from the regular native Customs?" Hsu: "If a foreign Inspector-General collects it, it would amount to 4,000,000 or 5,000,000 taels yearly." M. Pichon: "Can these Customs really be handed over to the Inspector-General?" Hsu: "Those near the sea might be so handed over, where there is already a Customs 'Tsoolai.' M. Pichon: "We are all willing that all the Customs should be handed over to the I.G., but even so the resulting sum is still very short of the necessary security." Hsu: "Would your Excellencies tell us on the period within which you require the whole to be paid?" M. Pichon: "We need not discuss that matter at present. What we now wish to know is what amount of security China can offer. We hear that the Salt Gabelle yields a vast sum. If it was reformed, the amount would be still greater. Is it not so?" Hsu: "The Salt Gabelle is very difficult to change." M. Pichon: "How much does it yield at present?" Hsu: "Thirteen millions, but three of the divisions are already pledged to pay foreign loans, amounting to 1,500,000 taels yearly. The revenue of the Changun division of Honan should produce 500,000. But owing to the crisis last year the foreign soldiers disposed of 2 million packages. So that the income from this source will take at least three years before it recovers. I think therefore at present the Gabelle can only yield 10 millions."

M. Pichon: "In that case can the Gabelle be depended on for ten millions?" Hsu: "No, the other expenses which must be met out of this, so that only four millions can be pledged for the indemnities." M. Pichon: "We hear that if the present system of tribute rice were changed, seven millions more could be realized." Hsu: "I suppose you mean the plan commencing the rice for a money-payment. But even if that were done, it could not possibly yield that amount." M. Pichon: "How much rice is yearly sent North?" Hsu: "About 1,200,000 piculs." M. Pichon: "What is the price of rice in the Southern provinces, and what is the cost of carriage North?" Hsu: "Four taels per picul, carriage two taels per picul. If we commuted rice to money we would only save the carriage, i.e., two millions. If merchants sent rice to Peking for sale it could not be sold according to the Southern prices." M. Pichon: "But what about the rice sent by river (the rest being sent by steamer)? How much is that? And what is the cost of carriage?" Hsu: "What was sent by river these few years is only 100,000 piculs. The carriage is cheaper than by steamer."

Sir E. Satoru: "The method of carriage is bad. Much of the rice is spoiled in transit, so that when it reaches Peking it is scarcely worth a tael a picul. If it were sent by steamer, it would not be spoiled and the savings could be used to repay the indemnities." Hsu: "We think that the rice might be commuted to a money-payment, but as to the proposal to have foreign steamers carry it to Tientsin, that would involve the establishment of offices at Shanghai and Tientsin and cargo boats to take it to Tientsin, whence it would still require to be sent to the granaries in Peking. After these expenses, how could there be much left for security?"

Sir E. Satoru: "But in any case suppose the rice sent by sea is commuted to money, how much would it amount to?" Hsu: "We have already calculated it and find it would only be a million or two. Besides, the method is hard to change. The people who pay in rice water it and mix it with chalk and millet and dirt. Hence the spoiling of the rice is not solely due to the boats and granaries. If it is commuted to a money payment the people will suffer, for they cannot adulterate the money as they do the rice. This would not be a good system." Sir E. Satoru: "What revenue is yielded by the imports and exports of Peking?" Hsu: "The Ha-Tu-men take only import duties, amounting to 700,000 taels yearly. If all the rest is handed over to the Inspector-General, we think that this special duty should be left untouched for the sake of China's dignity." Sir E. Satoru: "If the foreign Customs tariff is increased, it would only yield six millions more than at present." Hsu: "If your Excellencies agree to our raising our tariffs, we would feel deeply grateful."

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

19th May, Sunday after Ascension Day.
 Matins (11 a.m.)
 Responses, Psalms, Old Melody, Lawes and King; Te Deum, Baker; Benedicite, Langdon; Hymns, 148, 207 and 223; Kyrie, Stainer in F.
 Evensong (5.45 p.m.)
 Responses, Psalms, Fussell, Battis-hill and Hayes; Magnificat, Camidge; Nunc Dimittis, Kinkead; Hymns, 147, 238 and 203; Vesper hymn, Ward (L).

ST. PETER'S CHURCH.

West Point.

Matins (11 a.m.)
 Venite, Macfarren; Te Deum, Oakley; Jubilate, Massay; Hymns, 148, 144, 13 S. H., and 146; Holy Communion.
 Evensong (6.30 p.m.)
 Magnificat, Smart; Nunc Dimittis, Tucker; Hymns, 147, 378, 11 S. H. and 325.
 The Mission launch *Daywing* will visit the shipping between 9 and 10 a.m. to take ashore any wishing to attend the Services. The "averaging pennant" may be hoisted.



WHISKIES.

IRISH.
 DUNVILLE'S V. R. ... 15.00
 Do. "Special Liqueur" ... 15.00
 SCOTCH.
 F. O. S. Very old liqueur ... 15.00
 CLUB ... 12.00
 SPECIALLY SELECTED ... 11.00
 CHOICE OLD HIGHLAND ... 8.00
 GLENLIVET ... 7.00
 HIGHLAND NECTAR ... 16.00
 D. C. L. ... 13.00
 HIGHLAND CLUB ... 18.00
 Dewar's White Label ... 14.00
 Do. EXTRA SPECIAL ... 14.00
 Do. SPECIAL ... 12.00
 P. D. C. ... 12.00
 TEACHER'S "Highland Cream" ... 12.00
 D. G. Dimp bottles ... 9.00
 PEAK BLEND do. ... 8.00

AMERICAN.
 FINE OLD BOURBON ... (\$18.00)
 CANADIAN RYE ... 15.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.

12, QUEEN'S ROAD.
 Hongkong, 15th May, 1901. [616]

A. ON & CO.

PHOTOGRAPHERS AND PORTRAIT PAINTERS.
 All kinds of Oil Paintings and Photographic Enlargements.
 30A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
 Opposite to Chas. J. Gump & Co.
 Hongkong, 20th March, 1901. [797]

DAVID CORSAIR & SON'S
 MERCHANT NAVY
 NAVY BOILED
 LONG FLAX
 RELIANCE CROWN
 TARPULING
 ARNOLD, KARBURG & CO.
 31901 Sole Agents.

NOW READY.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH
 On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.
 Hongkong, 20th April, 1901. [1072]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
 Absolutely Smokeless and Water-resisting
 THE BEST NITRO-POWDER IN THE WORLD
 PRICE OF 12-BORE CARTRIDGES:
 Loaded with Powder only, and 1 oz. of Shot.
 Primrose Cases ... \$5.65
 Peggamoid Cases ... 6.25
 Ejector Brass Cases ... 6.90
 5 per cent. discount on orders of 1,000 and over.
 Apply to
 Wm. SCHMIDT & CO.,
 Gunmakers, Hongkong.
 Hongkong, 27th July, 1897. [189]

PORTLAND CEMENT.

J. B. WHITE & BROS.
 SOLE AGENTS FOR CHINA.
 HOLLIDAY, WISE & CO.
 Hongkong, 16th September, 1899. [780]

CARMICHAEL & BARLOW.

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.
 QUEEN'S BUILDINGS.
 DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.
 Telegrams: "CELESTE," Hongkong.
 Telephone, 232.
 H. F. CARMICHAEL,
 H. J. BARLOW.
 Hongkong 1st June, 1899.

FOR SALE.

ONE SECOND-HAND HOE NEWSPAPER PRINTING MACHINE.

PRINTING A SHEET 27 BY 40 INCHES.
 THIS Machine is in good condition, and is being sold, as it has been replaced with a Larger and Quicker Machine.
 Apply—
 MANAGER,
 Hongkong Daily Press Office.
 Hongkong, 1st April, 1901.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-DAY (SATURDAY), the 18th May, 1901, at Noon, at his Sales Room, Duddell Street, JAPANESE SILK, EMBROIDERED AND PAINTED 4-FOLD SCREENS, PORCELAIN VASES, FLOWER POTTS with STANDS, BASKETWARE, &c., &c. On View on day of Sale. Terms—Cash on delivery.
 GEO. P. LAMBERT,
 Auctioneer.
 Hongkong, 17th May, 1901. [1277]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 18th May, at 2.30 p.m., at their Sales Rooms, Ice House Street, A QUANTITY OF SILK TAPESTRIES & EMBROIDERIES. These SILKS are all made on the Imperial Looms at Soochow and Hangchow for Imperial use, and were stored in the Imperial Household Godowns, Peking.
 Terms—As usual.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 16th May, 1901. [1254]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 20th day of May, 1901, at 3 p.m., are published for general information.
 By Command,
 T. SERCOMBE SMITH,
 Acting Colonial Secretary.
 Colonial Secretary's Office,
 Hongkong, 4th May, 1901. [1242]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 20th day of May, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at MacDonnell Road, in Colony of Hongkong, for a term of years, commencing from the 1st day of January, 1899.

PARTICULARS OF THE LOT.

No. of the Lot	Locality	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
N.	S.	E.	W.		
Int. Land Lot No. 1,690	Bound. 73' 5" 74' 3" 69'	180'	2,900'	30'	43'

PUBLIC AUCTION.

NOTICE IS HEREBY GIVEN of the proposed Sale by Public Auction, for and on Account of the Concerned, at the Sales Rooms of
 Messrs. HUGHES & HOUGH, Hongkong,
 on WEDNESDAY,
 the 22nd May instant, at 12 o'clock Noon,
 of the
 British Steamer "SOBRON,"
 7,382 Tons Gross, 4,411 Tons Nett, as she now lies on the TUNG YING ISLAND (recently stranded).
 The steamer with her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY, and APPURTENANCES now on Board, and about 1,200 Tons of COAL in her Bunkers will be put up in ONE LOT.
 That portion of her CARGO remaining on Board, and consisting of about
 125 Bales SKINS,
 160 Cases BRISTLES,
 250 Bales STRAWBRAID,
 60 HIDES,
 50 Packages WAX,
 50 FEATHERS,
 170 JUTE,
 200 GALLNUTS,
 100 COTTON,
 100 MERCHANDISE (Various),
 all more or less, and SECOND LOT, and ONE BOILER, sent from Shanghai for Salvage Purposes, and now on the Steamer's Deck, in a THIRD LOT.
 Terms—Cash on the fall of the hammer, when the steamer, the Cargo remaining on Board, and the Boiler last mentioned, will be at the Risk of the RESPECTIVE PURCHASERS.
 H. A. RITCHIE,
 Superintendent, P. & O. S. N. Co.,
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 13th May, 1901. [1232]

NOTICE.

TO all whom it may concern, NOTICE IS HEREBY GIVEN that the Cargo remaining on Board the P. & O. S. N. Co's Steamer "SOBRON," recently stranded on Tung Yung Island, and consisting of about 125 Bales SKINS,
 160 Cases BRISTLES,
 250 Bales STRAWBRAID,
 60 HIDES,
 50 Packages WAX,
 50 FEATHERS,
 170 JUTE,
 200 GALLNUTS,
 100 COTTON,
 100 MERCHANDISE (Various),
 will be Sold by Public Auction in ONE LOT at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon.
 H. A. RITCHIE,
 Superintendent, P. & O. S. N. Co.,
 Hongkong, 13th May, 1901. [1234]

PUBLIC AUCTION.

THE Undersigned have been instructed to Sell by Public Auction, under Bill of Sale, on
 THURSDAY,
 the 23rd May (instead of as previously advertised),
 Off the Yaumati Police Station, where she now lies, the
 PASSENGER STEAM LAUNCH
 "YAN CHOW."
 Built in 1899.
 For further Particulars, Terms and Conditions of Sale, apply to—
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 30th April, 1901. [1140]

NEW ADVERTISEMENTS

HONGKONG RIFLE ASSOCIATION.
LONG RANGE CUT AND SPOONS.

THERE will be a COMPETITION as above, TO-DAY (SATURDAY), commencing at 2.45 P.M. Ranges 700 and 800 yards; Ten Shots and a Sighter at each Range.
ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 18th May, 1901. [91]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TUESDAY, the 21st May, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE, PICTURES and BOOKS, PIANOS and BICYCLES.
K. C. C. C.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 18th May, 1901. [1282]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 29th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 29th May, both days inclusive.
EDWARD OSBORNE,
Secretary.
Hongkong, 18th May, 1901. [1278]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG."

Captain Welch will be despatched as above on WEDNESDAY, the 22nd inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th May, 1901. [1279]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"GISELA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd May, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of May will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELE & CO., Agents.
Hongkong, 17th May, 1901. [6]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NUERNBERG."

Captain Mayer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-MORROW.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th May, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 17th May, 1901. [1283]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain—

Leading Articles:—

The Indemnity and the Tariff.

Russia and Manchuria.

The Recruitment of Chinese for Military Service.

Threatened Troubles in Corea.

The Government of Hongkong.

The Land Court and the New Territory.

Hongkong's Water Supply.

Practical Chinese Teaching in London.

The Crisis: Telegrams.

The Need of Municipal Freedom in Hongkong.

Sanitary Board.

The Dumping of Dead Bodies in the Streets.

Landship at Quarry Bay.

Spurious Milk in the Colony.

The Stranded Sobran.

Education among the Chinese.

The Plague.

Rowdiness in the Streets.

Chinese Converts and their Government.

The Court at Hsinfu.

Northern Notes.

The Situation in Corea.

Trade at Newchwang.

Correspondence.

Change Doing.

Supreme Court.

Law Tennis.

Hockey.

Hongkong Volunteer Corps.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 18th May, 1901.

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINIE.

FOR CHINGKIANG AND WUHU.

THE Steamship

"HSIEH-PO."

Captain A. A. Crawford, will be despatched for the above ports TO-DAY, the 18th inst., at 5 P.M.

For Freight or Passage, apply to SIEMSEN & CO., Agents.
Hongkong, 18th May, 1901. [1281]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAMSUI AND FOCHOW.

THE Company's Steamship

"HAILONG."

Captain Bathurst, will be despatched for the above ports TO-MORROW, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.
Hongkong, 18th May, 1901. [1280]

FOR YOKOHAMA AND KOBE.

THE Steamship

"NUERNBERG."

Captain Mayer, will be despatched for the above ports on MONDAY, the 20th inst., at 5 P.M.

This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 17th May, 1901. [1284]

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1892. [29]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899

£14,409,089.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,731,133 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHAW, TAYLOR & CO., Agents.
Hongkong, 22nd June, 1900. [1879]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARPAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1884.

CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.
Hongkong, 18th May, 1900. [1512]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [94]

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ & JACOB & CO., Agents.
Hongkong, 2nd April, 1900. [35]

TO LET.

TO LET.

"RICHMOND HOUSE," 11, Robinson Road. Possession from May 1st. Apply to—
L. T. M.
Care of Office of this Paper.
Hongkong, 22nd April, 1901. [1079]

TO LET.

A HOUSE in RIFON TERRACE. HOUSES at LEIGHTON HILL. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [66]

TO LET.

FURNISHED or UNFURNISHED to 30th April, 1902. No. 3, CAMERON VILLAS, MOUNT KELLET, PEAK. Apply to—
MAJOR ST. JOHN, R.A., At above Residence.
Hongkong, 18th May, 1901. [1867]

TO LET.

A FURNISHED ROOM, Hongkong, suitable for Gentlemen, with BOARD. Apply by letter to—
A. B.
Care of Office of this Paper.
Hongkong, 18th May, 1901. [1944]

TO LET.

TWO very spacious and well ventilated TWO-STORIED EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 Rooms, BATH-ROOMS and OUTDOORS, in MACDONNELL ROAD, on Island Lot No. 1,509. Apply to—
TANG LAP TING,
No. 18, Queen Street, Hongkong, or to
MOK MAN CHEUNG,
Butterfield & Swire.
Hongkong, 19th March, 1901. [1063]

TO LET at the PEAK, WYTON NORTH, from the 1st of June.

Apply to—
W. STUART HARRISON,
Telephone Company.
Hongkong, 15th May, 1901. [1251]

TO LET.

GODOWN in DUBDELL STREET from 1st June. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1901. [1148]

TO LET.

THE EYRIE, at PEAK, FURNISHED. Ten to Twelve Degrees Cooler than Lower Levels. For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 14th May, 1901. [1240]

TO LET.

POSSESSION APRIL 1ST. NO. 1, STEWART TERRACE. Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [681]

TO LET.

WITH IMMEDIATE POSSESSION. NO. 9, SEYMOUR ROAD. Apply to—
S. B.
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

TO LET.

HOUSE at MOUNT KELLET SPUR, now in occupation of H. MATHESON BROWN, Esq. Apply to—
LINDSEY & DAVIS.
Hongkong, 27th March, 1901. [876]

TO LET.

A VERY spacious and well-ventilated EUROPEAN HOUSE, with a GARDEN and TENNIS LAWN. No. 37, ROBINSON ROAD, known as "FERNSIDE," containing 6 Rooms, BATH ROOM and OUTDOORS. Possession from 1st June, 1901. Apply to—
TAM TSE KONG,
42, Bonham Strand West.
Hongkong, 14th April, 1901. [1008]

TO LET.

(From 1st April next). TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and situated at BEZ-CHER'S BAR on M. Lot 243. Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET.

"RAVENSHILL EAST." Apply to—
DEACON & HASTINGS.
Hongkong, 24th April, 1901. [1095]

TO LET.

OFFICES TO LET. 2ND FLOORS of Nos. 62A and 64, and GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL. Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [234]

TO LET.

NOS. 2 & 3, RICHMOND TERRACE—Immediate Possession. Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th September, 1900. [889]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Podder's Hill. Hongkong, 1st January, 1893.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY, "VERITAS," BEACH ROAD WEST, FELIXSTOWN, SUFOLK, ENGLAND. Hongkong, 29th August, 1900. [73]

HONGKONG BUSINESS DIRECTORY.

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"DAILY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home Work.

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KANG ON, Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged. Estimates given.

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Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl., also Wanchai. Amateurs' Requirements a Specialty.

PRINTING.

"DAILY PRESS" OFFICE. Proofs read by Englishman.

STOREKEEPERS.

F. BLACKHEAD & CO., Navy Contractors; Shipchandlers, Sail-makers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORE & SEIMUND.

43 and 45, Des Voeux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell, Spence & Co.'s Commission.

TAILORS.

R. HAUGHTON & CO., Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Carlo Store.

TOBACCONISTS.

D. S. DADY BURJOR, "Los FILIPINOS," Importer of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS.

DROZ & CO., 10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

RUINART PERE & FILS, REIMS.

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTE WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1895. [1271]

POHOMULL BROTHERS.

57 & 59, QUEEN'S ROAD CENTRAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS. Have for Sale, INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets. Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods. INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

SIENTING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free.
Hongkong, 23rd September, 1891. [832]

BANKS.

HONGKONG SAVINGS BANK.

JAN THE ICELANDER.

BY HALL CAINE.

Author of "The Christian," "The Manxman,"
"The Deemster," "The Scapegoat,"
"The Jew," &c.

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(Continued.)

CHAPTER IV.

But the time comes for young Harry Crow to return to England, and Jan the Icelander is all but broken-hearted. Again and again he has struggled to reveal himself, and as often as he has tried he has failed.

The cruise is at an end, and the day has come for the departure of Harry Crow's ship. "The John Franklin." Such of Jan's own crew as are Englishmen have decided to go home with her, and they are in the midst of busy preparations. Harry himself has come over to the "Hecla" in a yawl to take Jan's crew back to "The John Franklin."

"So you won't go with us this cruise, Jan?"
"Not this cruise, my lad," says Jan.
The sailors bring up their kits and tumble them over the side to the boat lying moored on the starboard side of the ship.

During this bustling scene Jan draws young Harry aside and says: "I suppose you'll be getting married as soon as you reach home, my lad."

"As soon as we get the chance published."

"You'll be married in that old church in the village, eh?"

"Nothing more likely, Jan."

"There'll be wedding presents, won't there?"

"As certain as fate."

"Don't you think you can take a bit of a present to your sweetheart from me?"

"Why, of course I can."

"Only a trifle, you know—a little thing I bought one day when I was ashore in Iceland."

"Jan gives him a silver locket."

"A locket! And what a beauty to be sure!"

"I meant it for my poor wife that time I was thinking of going home. See, there's her name on the face of it."

"Lucy! Then your wife's name was Lucy also?"

"Didn't I tell you before? Perhaps that's what put it in my head to give it you. 'It will just suit his sweetheart,' thinks I."

"And wonderful pretty she'll look in it, too, shipmate."

"Ask her to wear it on her wedding-day, my lad."

"I will. I'll tell her it comes from the best sailor and the best whaler and the best fellow on the North Sea."

"Tell her the old man who sends it knew her father long years ago."

"Oh, I'll tell her all about you."

"Tell her he talked sometimes of his little girl at home."

"I'll not forget."

"She must try and think the best of her father, whatever he was—tell her that."

"Come and tell her yourself, Jan! Why not?"

"I'd only be a trouble to her—a bad trouble to both of you."

"A bad fiddlesticks! You've been blubbering long enough, haven't you?"

"Too long to leave it now."

"Nonsense! Who wants to make a hole of this blessed old North Sea? Come and see us in dear old England, and I'll show all the places you've heard about."

"Well, who knows? Perhaps some day—"

"We'll drink your health on our wedding day, too."

"You make me very happy, my lad."

The last of the crew is about to slip down the side into the boat. He shouts: "All aboard, Master Harry!"

"A moment—only a moment! I'm afraid I'll miss you badly."

"And I'll miss you too, Jan—bet your life on that."

"You've been the only one I could talk to, son-of-a-gun."

"If Lucy wasn't expecting me now—"

says the young fellow.

"Tut, Jan, hold him by the shoulders."

"Tut, tat, my boy. I'm not such a selfish old fellow as that! Do you think I want to keep you here for company for an old sea-dog like me? Not I! I want you to go to your sweetheart! Go to her, my son, go to her, go to her, and push her off the dock, laughing wildly, and then falls back suddenly with a broken sobbing face. A voice from the boat cries: "Now boys, 'Home, sweet home!'"

The men start the song, and sing it as they pull off from the ship's side. Jan leans against the water barrel with his head dropped back on the mast, and listens.

The young man has gone. The one gleam of light which has lit the blind and weary eyes has left him. He is alone once more. Oh, this lonely life, this desolate sea, this yearning for news, this hunger for home!

"I can't hear it," he thinks. "I will go back. A little longer! Only a little longer! Till the last link has gone—the last trace is lost, and then—"

A long way off the voices of the sailors are dying away over the sea.

"Be it ever so humble
There's no place like home."

CHAPTER V.

It is now five and twenty years since the beginning of our story, and we are back in Sikoaks. In the interval, the railway has changed the face of England, and the telegraph has altered the condition of its social life. In the place of the watchman there is the policeman; in the place of the post-boy the newspaper boy; knapsacks and broad-brimmed hats have given way to trousers and short jackets. The old generation has gone; a new generation has arisen, and the ways of the world seem to be different.

It is Easter Sunday morning; the early train has just arrived, and a railway porter, carrying an antiquated bag on his shoulder, comes up to the door of the inn.

"Who's this belonging to?" says the landlord.

"Old party just in by the 10.15," says the porter.

The landlord looks at the bag. "Any label? Where's he out of?"

"Out of Nook's ark I should say," says the porter. "Never saw such a Father Methusalem in all my days. Knee-breeches and silver-buckled shoes and a wide-awake hat! Travels first-class though, and gives me and the policeman half-a-crown a-piece. The worst-looking taking him round the town afore fetching him up."

"Foreigner, I suppose. Bring his bag in, porter."

The church bells begin to ring for morning service, and some of the churchgoers go in at the lychgate. As they do so, a police-sergeant comes along with a white-headed old man, walking heavily with a stick and wearing the costume of five-and-twenty years before. He dismisses the police-sergeant, then he steps to the foot of the statue and leans against it as

the people pass. He is watching the churchgoers; they look at him and whisper and laugh a little, going by. Standing below the statue he seems to be the living counterpart of the figure in marble. Face, expression, dress, everything is identical. When the congregation has passed through, the bells stop, and the landlord comes out again.

"Good morning, sir!"

Then speaking with compassionate distinctness, as if to a foreigner, "I beg your pardon—your bag, I say—I've sent it upstairs."

"I thank you," says the old gentleman, "but you must not disturb yourself too much. I shall not be staying long."

"Not a foreigner after all!" thinks the landlord. The old gentleman has seated himself on the bench outside the porch.

The landlord tries again. "Travelled far, sir?"

"Yes, a long way."

"Friends here, sir?"

"No—yes—that is to say—there," pointing to the churchyard.

"Just so, sir! Poor old Methusalem! Looks as if he'd be there himself before long."

"Have you been many years here, landlord?"

"Six-and-twenty, come Michaelmas, sir."

Then growing garrulous by degrees, he goes on to tell of how he took the business over when his old master died, a matter of fifteen years ago. He was his pot-boy once on a time.

"Just so," says the old gentleman. "Was it the post-boy that brought my baggage, landlord?"

"The post-boy, sir? We haven't had a post-boy in the county this score of years. Where in the world has the old fellow been, I wonder? We call him the porter, sir."

"The porter! In my time, landlord, what we called a porter was something to drink."

"Well, it ain't so much different now, sir. What we call a porter is allow wanting to drink something."

"And what do you call the man who brought me here?"

"Do you mean the sergeant, sir?"

"The man in blue clothes with silver buttons."

"Is it the policeman, sir?"

"What is the policeman?"

"Lor' sake! You know—the policeman, sir—the-bobby!"

"What does he do, landlord?"

"The bobby?" Another knowing laugh from the humorous dog. "Blaspheming I know that, sir. It's more nor anybody knows."

"Is he the watch, landlord?"

"The watch! Why, sir, we ain't had no watch in Sikoaks these five-and-twenty years at least."

"Is he dead, then?"

"The last watchman, sir?"

"Yes?"

"No, but in bed with the rheumatism. Only he had his jacket taken off for being blind to a one night five-and-twenty years ago, when—well, when there was a murder in these parts."

The old gentleman rises uneasily. "You must excuse me, landlord. I've been a long time out of England, and the ways of life in the old country seem to be a good deal altered since I went away."

"It is Larry Clough. When the landlord has left him, he looks around."

"The old church! I used to go there every Sunday when I was a child, in the post-chaise with my father. The green cloth of our pew was wearing grey, I remember—it must be white by this time. My father's monument! Not a stain on its marble yet! And the dear old house—her house and mine! Just as I have seen it in my dreams on the Greenland seas—only more dream-like—more like a vision that will die out and leave me. Nothing changed in all the weary years; nothing but one thing—myself. I might be my own ghost, walking the footpaths of my wasted life. Lucy's home now! Our little Lucy. I can only think of her as a child. She died to me then, and left her little figure in my heart for ever. If I could see her for a moment I think I should be satisfied. Only for a moment—in her home, her happiness! Unseen, unknown, unrevealed, from the window of a room in the inn perhaps. A happy wife—a happy mother! It would help me to go back to her. What is left of my life, and be thankful. The banker at Sikoaks will tell everything. She'll want for nothing. I've tried to make amends. Amends! What amends can I make to her who is gone? They'll be in church now. If I could look through the house where I lived with her! The rooms wherein we spent so many days together! The servants will be the only ones at home. I'll risk it. I'll ring the bell. Perhaps Mary, the nurse, will answer it. She'll be an old woman herself by this time. How quiet everything is on this bright spring morning! Yes, the world goes on its way, though one old man in so feeble and tired—no very tired. I didn't come too soon, either. How weak I am! Only a little longer and it would have been too late to look upon my dear children's happiness."

He pulls the bell.

"How the years roll back," he thinks. "I could almost fancy I see her still, with her bright eyes and her merry laugh, and her happy step and our little one riding on her back! Lucy! Lucy's young!"

After a moment, a young woman comes out laughing, with a young child by the hand. It is Lucy, his daughter. He lifts his head and sees her, and it seems to him at the moment as if all the cruel years had in one moment rolled back and she was her mother returned to life. With a look of awe he uncovers his head as if a spirit had passed before him.

At sight of the old man, so strangely clad, Lucy's laughter stops suddenly.

"Have we startled you, sir?"

"Forgive me, madam!" the old man says. "My eyes are not as good as they used to be, and it seemed to me that you were some one I had seen before, someone I had known—long years ago."

"Poor old gentleman!" thinks Lucy.

She puts the child to her feet, and says: "But was it you that rang the bell, sir?"

"The old man recovers himself. "Does Mr. Henry Crow live here?"

"Oh, yes! Mr. Crow is my husband. Who shall I say has asked for him?"

"Someone who met him on the Greenland seas—five years ago, and more."

"I know! I think I know! Are you—you are Jan the Icelander, aren't you?" The old man bends his head. "How glad my husband will be to see you. What a surprise it will be for him! But he always said you would come to see him someday. He talks of you constantly. I seem to know you quite well already. My husband gave me all your messages. And see—showing in a lock of hair he was wearing—don't you remember it? It's your wedding present. I've worn it ever since."

The old man draws the little one to him.

"And this is your little girl?"

"No, but my little boy, and I'll leave him with you while I run and fetch my husband."

As she goes into the house the old man gazes after her with looks of tenderness.

"My child! My Lucy! But I must be strong," he thinks, "I must never betray myself. She must never know."

He looks down on the boy, sits on a seat on the piazza, and embraces the child with yearning looks of love.

"My child's child! My son! My grandson!"
"Do you like little boys?" says the child.
"Yes, and little girls, too, my darling."
"And have you got little boys and girls in your house, then?"

"Once I had. It was a little girl, and she was just like you—but that was long ago, and my sweet bird has found a nest of her own and left me."

"I like little birds," says the child.
"And what is your name, my son?"

"Jan."

"Did you say 'Jan'?"

"No, Jan—Jan Arneson Crow," says the child.

"My name on the Greenland seas. Will you not sit on my knee, my angel?"

"I like you," says the little one.
"Bless you, my sweet boy. There!" He crosses his legs and puts the child on one knee.

"That's comfortable, isn't it? And now you're my little boy as well."

(To be continued.)

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE AMERICAN TOBACCO COMPANY, carrying on business at Victoria, in the Colony of Hongkong and elsewhere, as Tobacco Merchants, have, on the 5th day of March, 1901, applied for the registration of the following TRADE MARKS:

1.—The distinctive device of half of a Star surrounded by numerous small stars which form a semi-circle. Above the said device are printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Golden Light" and under the said device are printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Long Cut Virginia Smoking." Underneath all the above appear the names "W. S. KIMBALL & Co., The AMERICAN TOBACCO CO. Successors."

2.—In combination with the undermentioned device and on the front of the label appears the distinctive device of a Diamond having on its right and left sides a stem of leaves—within the diamond is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the letters A.T.C. Underneath the device appears the name of "THE AMERICAN TOBACCO CO." In combination with the above device is depicted a man in a suit, wearing a hat and holding a cane, with a staff in his left hand and with his right hand outstretched in a gesture of greeting. He is depicted walking in a field, and on his back is hanging a satchel suspended by a strap. The word "Old" appears in front of his forehead and the word "Bip" appears at the back of his head, and underneath the word "Old" appear the words "Long Cut," at the bottom of the label appears the name of "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

3.—In combination with the undermentioned device and on the front of the label appears the distinctive device of an aged man dressed in ragged clothes with long white hair hanging down over his forehead and with a staff in his left hand and with his right hand outstretched in a gesture of greeting. He is depicted walking in a field, and on his back is hanging a satchel suspended by a strap. The word "Old" appears in front of his forehead and the word "Bip" appears at the back of his head, and underneath the word "Old" appear the words "Long Cut," at the bottom of the label appears the name of "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

4.—In combination with the undermentioned device and on the front of the label is depicted the distinctive device of a Stock Exchange tape registering machine standing on a table inside a square. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Preferred Stock" and underneath the said device is the name of the Company, "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

5.—In combination with the undermentioned device and on the front of the label appears the device of the facsimile of the seal of the State of North Carolina consisting of two women in Grecian costume. One woman is sitting down and the other is standing and holding a scroll of manuscript together with a sword and a shield. In front of her is a large shell. She has her left arm outstretched and in her left hand is a leaf of tobacco. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Seal of North Carolina Plug Cut," and underneath the said device is the name of "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

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15.—In combination with the undermentioned device and on the front of the label appears the device of the facsimile of the seal of the State of North Carolina consisting of two women in Grecian costume. One woman is sitting down and the other is standing and holding a scroll of manuscript together with a sword and a shield. In front of her is a large shell. She has her left arm outstretched and in her left hand is a leaf of tobacco. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Seal of North Carolina Plug Cut," and underneath the said device is the name of "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

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18.—In combination with the undermentioned device and on the front of the label appears the device of the facsimile of the seal of the State of North Carolina consisting of two women in Grecian costume. One woman is sitting down and the other is standing and holding a scroll of manuscript together with a sword and a shield. In front of her is a large shell. She has her left arm outstretched and in her left hand is a leaf of tobacco. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Seal of North Carolina Plug Cut," and underneath the said device is the name of "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

19.—In combination with the undermentioned device and on the front of the label appears the device of the facsimile of the seal of the State of North Carolina consisting of two women in Grecian costume. One woman is sitting down and the other is standing and holding a scroll of manuscript together with a sword and a shield. In front of her is a large shell. She has her left arm outstretched and in her left hand is a leaf of tobacco. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Seal of North Carolina Plug Cut," and underneath the said device is the name of "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

20.—In combination with the undermentioned device and on the front of the label appears the device of the facsimile of the seal of the State of North Carolina consisting of two women in Grecian costume. One woman is sitting down and the other is standing and holding a scroll of manuscript together with a sword and a shield. In front of her is a large shell. She has her left arm outstretched and in her left hand is a leaf of tobacco. Above the said device is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the words "Seal of North Carolina Plug Cut," and underneath the said device is the name of "THE AMERICAN TOBACCO CO. Successors to ALLEN & GINTER." In combination with the above device is depicted a circle and inside the circle is depicted a man wearing a slouch hat and smoking a cigarette; a fancy device surrounds the circle.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	CALCUTTA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	DABDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th June.
LONDON	PROTHETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th July.
LIVERPOOL DIRECT	PREUSSEN	Ger. str.	—	E. Frohn	MELCHERS & CO.	On 6th June.
BREMEN, VIA PORTS OF CALL	INDUS	Freem. str.	—	Riquier	MESSAGERIES MARITIMES	On 28th inst. at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 31st inst. at 1 P.M.
MARSEILLES & LONDON, &c., VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On or about 1st June.
MARSEILLES & LONDON	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	—	Foerck	HAMBURG-AMERIKA LINIE	On 31st inst.
HAYRE & HAMBURG	WITENBURG	Ger. str.	—	Hempel	SANDER, WIELER & CO.	On 10th June.
TRIESTE, &c., VIA PORTS OF CALL	GISELA	Aust. str.	—	Mosca	DODWELL & CO., LIMITED	To-day, p.m.
NEW YORK VIA PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	On 24th inst.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st Aug.
VANCOUVER, VIA MOJJI, &c.	ARABA	Brit. str.	—	H. Nowati, R.N.E.	CANADIAN PACIFIC R. CO.	On or about 1st June.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	ARABIAN MARU	Brit. str.	—	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	On 5th June.
SAN FRANCISCO VIA SHANGHAI, &c.	VICTORIA	Brit. str.	—	J. Pantou	DODWELL & CO., LIMITED	On 28th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINA	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th June, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	BELOIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 30th inst. at 5 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
YOKOHAMA & KOBE	NURNBERG	Ger. str.	—	Chazot	SANDER, WIELER & CO.	On 29th inst. at 5 P.M.
YOKOHAMA & KOBE	INDIA	Aust. str.	—	F. J. Fox	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA & KOBE	PEKIN	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	To-morrow.
MOJJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	—	SIMONSEN & CO.	To-day, at 5 P.M.
NEWCHWANG	NANCHANG	Ger. str.	—	A. A. Crawford	MESSAGERIES MARITIMES	On or about 20th inst.
CHINKIANG & WUHU	HAISEN HO	Freem. str.	—	Bouis	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NATAL	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 21st inst.
SHANGHAI & JAPAN	PARRAMATTA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst. at Daylight.
SHANGHAI & JAPAN	WOOSUNG	Brit. str.	—	S. Atornal	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW & SHANGHAI	ANPING MARU	Jap. str.	—	Rathburn	DOUGLAS LAPEL & CO.	On 29th inst. at Daylight.
SWATOW, AMOY, TAMSUI & FOCHOW	HAILONG	Brit. str.	—	K. Sudzuki	MITSUI BUSSAN KAISHA	To-morrow.
SWATOW, AMOY & TAIWANYOU	AKASHI MARU	Jap. str.	—	K. Sobajima	BUTTERFIELD & SWIRE	On 27th inst.
TAMSUI VIA SWATOW & AMOY	MAIDZU MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
ILOLO & CEBU	SINGAPORE	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
MANILA	KASUGA MARU	Brit. str.	—	Todd	JARDINE, MATHESON & CO.	On 10th June.
MANILA	CHANGSHA	Brit. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MANILA	SUIRANG	Brit. str.	—	Welsh	JARDINE, MATHESON & CO.	On 22nd inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	HIROSHIMA MARU	Jap. str.	—	—	—	—
BOMBAY, VIA SINGAPORE & COLOMBO	MAUSANG	Brit. str.	—	—	—	—
SANDAKAN	—	—	—	—	—	—

SHIPPING.

ARRIVALS.
 May 17, Progress, German str. 087, P. Brandt, Toronto 14th May, Coals and General.—SIEMSEN & CO.
 May 17, KWANLOKE, British str. 1,467, Gordon, Canton 10th May, General.—CHINESE.
 May 17, TROY, Norwegian str. 710, H. Dahl, Amoy 14th May, Ballast.—SANDER, WIELER & CO.
 May 17, ULVESH, British str. 2,281, Edmondson, Moji 12th May, Coals and Nuts.—BUTTERFIELD & SWIRE.
 May 17, HAILONG, British steamer, 783, H. Bathurst, Tamsui 14th May, Amoy 15th and Swatow 16th, General.—DOUGLAS LAPEL & CO.
 May 17, MIKE MARU, Japanese str. 2,080, M. Yagi, Singapore 11th May, Cotton, &c.—NIPPON YUSEN KAISHA.
 May 17, WINGHONG, British str. 1,517, J. E. Selzer, Shanghai 13th May, General.—JARDINE, MATHESON & CO.
 May 17, LOONGKONG, German str. 1,245, F. Scholz, Shanghai 14th May, General.—SIEMSEN & CO.
 May 17, NURNBERG, German str. 4,150, H. Mayer, Singapore 11th May, General.—SIEMSEN & CO.
 May 17, SUNGIANG, British str. 1,921, Moore, Manila 15th May, General.—DOUGLAS LAPEL & CO.
 May 17, HAILAN, French str. 377, Merleux, Pakhoi 10th May and Hailow 16th, General.—A. B. MARY.
 May 17, MELPOMENE, Austrian steamer, 1,700, Motcorich, Singapore 10th May, General.—SANDER, WIELER & CO.
 May 17, FRANCOIS ARAGO, French telegraph str. 1,805, Mascart, Amoy 11th May.—ARNHOLD KARBURG & CO.
 May 17, SUSSEX, British barque, 1,312, Guthrie, Freemantle 20th March, Sandalwood.—MASTER.

CLEARANCES.

At the Harbour Master's Office.
 17th May.
 Chuaning, British str., for Singapore.
 Sabine Rickmers, British str., for Swatow.
 Eang, British str., for Shanghai.
 Tacoma, British str., for Moji.
 Loongang, British str., for Manila.
 Diamante, British str., for Canton.
 Chingling, German str., for Tongku.
 Loongang, German str., for Canton.
 Asia Maru, Japanese str., for Singapore.
 Ariel, Norwegian str., for Moji.
 Tygn, Norwegian str., for Hongkong.
 Regnar, Norwegian str., for Nagasaki.

DEPARTURES.

May 17, CHARTERHOUSE, Brit. str., for Amoy.
 May 17, TACOMA, British str., for Tacoma.
 May 17, DILAMANTE, British str., for Manila.
 May 17, LOKHANG, British str., for Hongkong.
 May 17, LOONGKONG, British str., for Manila.
 May 17, ANIL, Norwegian str., for Moji.
 May 17, LAGAN, Norw. str., for Nagasaki.
 May 17, AWA MARU, Jap. str., for London.
 May 17, LOONGKONG, German str., for Canton.
 May 17, GRIN, German cruiser, for Amoy.
 May 17, CANNING, British str., for Weihaiwei.

VESSELS IN DOCK.

ABERDEEN DOCK.—
 Kowloon Dock.—U.S.S. Bennington, Hongkong, Compania de Filipinas, Burnside, Athenian, Nanchang, Kiang Tung, Meade, Newark, Saturn, Union, Hanching, Hongkong Maru, Hanoi, Glenlyde, Fei Hoo.
 COSMOPOLITAN DOCK.—Colonies, Peliana, Bergenhus.

SHIPPING REPORTS.

The British steamer *Wingang*, from Shanghai 13th May, had light northerly winds and fine weather throughout.
 The German steamer *Loongang*, from Shanghai 14th May, had fine weather and S.W. and N.E. wind from port to port.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL.
 PROPOSED SAILINGS FROM HONGKONG.
 "AFRIDI" 24th May
 "HILLGLEN" 14th June
 "LOWTHER CASTLE" 30th June
 "HEATHBURN" About 17th July.
 For Freight and further information, apply to DODWELL & CO., LD., Agents.
 Hongkong, 6th May, 1901. [1193-978-1194-988]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
 (Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
 THE Company's Steamship

"GISELA,"
 Captain Mosca, will be despatched as above TO-DAY, the 18th May, P.M.
 For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
 Hongkong, 11th May, 1901. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR TAMSUI VIA SWATOW AND AMOY.
 THE Company's Steamship

"MAIDZU MARU,"
 Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 19th inst.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 13th May, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTES FRANCAIS.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at 1 P.M. the Company's Steamship "INDUS," Captain Riquier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the S. Polynesian, which vessel takes on her Passengers and Mails, leaving that port on the 1st June, direct to Suez, Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 19th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 8th May, 1901. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTES FRANCAIS.
 FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.
 THE Company's Steamship

"NATAL,"
 Captain Bouis, will be despatched for the above ports on or about MONDAY, the 20th inst.
 For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 14th May, 1901. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship

"SUISANG,"
 Captain Todd, will be despatched as above on TUESDAY, the 21st inst., at 3 P.M.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 15th May, 1901. [1262]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE & HAMBURG	On 24th May, Freight.
Segovia	HAYRE & HAMBURG	On 31st May, Freight.
WITTENBERG	HAYRE & HAMBURG	On 10th June, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, (No. 1.) [1061]

Hongkong, 30th April, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBE and YOKO.	FRIDAY, 24th May, at Noon.
N. Tate	HAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
S. Yoshizawa	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
KASUGA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 31st May, at DAYLIGHT.
INABA MARU	—	—
W. Bainbridge	—	—

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [12]

Hongkong, 29th April, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
KOBE	PEKIN	About 23rd May	Freight only.
SHANGHAI	PARRAMATTA	About 24th May	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 25th May	See Special Advertisement.
SHANGHAI AND JAPAN	JAVA	About 31st May	Freight or Passage.
PAN	H. W. Gordon, R.N.E.	May	—
MARSEILLES AND LONDON	CEYLON	About 1st June	Freight or Passage.
	W. Hayward, R.N.E.	June	—

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901. [11]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Pantou	May 28th
BRAEMAR	3,601	W. Watt	June 7th
GLENOGLE	3,750	W. Frakes	June 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, &c.
 Excellent accommodation. First-class Table. Doctors and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, &c.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, &c.
 The best route to the KLONTKE Gold Fields. Frequent Sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 7th May, 1901.

[13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPERESS OF CHINA, Comdr. R. Archibald, R.N.E., WEDNESDAY, 5th June, 1901.
 EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.E., WEDNESDAY, 26th June, 1901.
 EMPRESS OF JAPAN, Comdr. H. Fybus, R.N.E., WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Line, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons. Comdr. H. Nowati On or about 1st June.
 Taking Cargo and Passengers for all points in CANADA and UNITED STATES.
 In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.
 For further information: Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 16th May, 1901.

[10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 24th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 18th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Frohn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

</

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 28th May.
GLASGOW and LIVERPOOL.	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL.	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 23rd May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT.	"RHIPHEUS"	On 6th June.

(Taking Cargo at London Rates).
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [18]

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NEWCHWANG.	"NANCHANG"	On 19th May.
AMOI and SHANGHAI.	"WOOSUNG"	On 21st May.
MANILA	"SUNGKANG"	On 21st May.
LOILO and CEBU	"KAIFONG"	On 27th May.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN	"CHANGSHA"	On 10th June.
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		
MANILA	"CHANGSHA"	On 10th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [18]

Hongkong, 13th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship
"ANPING MARU"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd May, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th May, 1901. [17]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"INDIA"
Captain Ghessu, will leave for the above places on WEDNESDAY, the 22nd inst., P.M.
For Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 16th May, 1901. [1209]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN"
Captain Ellis, will be despatched for the above ports on THURSDAY, the 30th inst., at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th May, 1901. [1249]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "BELGIAN KING" About 10th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 10th June.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th May, 1901. [14]

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"BERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company's, Queen's Building.

Hongkong, 6th May, 1901.

GEO. ECKLEY,
ACTING AGENT. [3-4]

NIPPON KUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"
3,873 tons gross, Captain H. Fraser, will be despatched for the above port on FRIDAY, the 24th inst., at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 17th May, 1901. [1274]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL,"
Captain S. Bercham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 25th May, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for Franco, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. EITCHIE,
Superintendent.
Hongkong, 13th May, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOI, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 29th May, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 15th May, 1901. [18]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.
Agents.
Hongkong, 13th May, 1901. [11]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"SUISANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 17th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,** General Managers.

Hongkong, 15th May, 1901. [1261]

Clarke's Blood Mixture

FOR THE BLOOD IS THE LIFE.

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE

IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it cures Old Sores, Cures Sore on the Neck, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Scabs, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all impure Matter, From whatever cause arising.

It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones, and this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex. The Proprietors solicit sufferers to give it a trial to test the value.

Mr. Stephen Morgan writes: "I have suffered since 1886 with a varicose diseased leg, and have been under five doctors. I also attended two hospitals, but at one they suggested that I should have my leg off, and at the other that I should have the vein lanced, and I think my leg was saved, therefore, to find myself now cured by taking 'Clarke's Blood Mixture' and applying 'Clarke's Miraculous Salve,' especially as I have a family of eight children, and leg mounted 18 lbs. round the calf, the other, and part of my work I have done on my knees. The number coming from my leg was as black as soot, but it has now completely healed up, and I am out of agony, a thing not known to me for the past eight years, and must say I think my cure a marvellous one, and suggest taking 'Clarke's Blood Mixture' in July, 1898, and the cost has been one small bottle to try the effect first, and finding the proper remedy, then ten large ones, also a few pots of the salve, and my leg got off I have spent pounds in other remedies, but they have been no good to me. I shall be pleased to answer any questions, and afflicted brothers and sisters can see my leg for themselves. You can make any use of this letter for the public good."

"31, Mark Lane, St. John's-road, Upper Holloway, London, N., May 25, 1899."

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each and in cases containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long-standing cases BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LITTLE AND MIDLAND COUNTRIES DRUG COMPANY, Lincoln, England. Trade Mark: "BLOOD MIXTURE."

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. World-famous imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture" blown in the bottle, WITHOUT WHICH NONE ARE GENUINE.

THE NEW FRENCH REMEDY
TRADE THERAPION MARK

This successful and highly popular remedy, as employed by the military and naval authorities, is the only one in the Continent which combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remedy for all cases of rheumatism, neuralgia, sciatica, and all other forms of nerve pain, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 2 is a remedy for all cases of indigestion, flatulence, and all other forms of stomach and bowel complaint, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 3 is a remedy for all cases of nervous exhaustion, impaired vitality, and all other forms of general debility, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 4 is a remedy for all cases of skin diseases, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 5 is a remedy for all cases of blood diseases, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 6 is a remedy for all cases of urinary diseases, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 7 is a remedy for all cases of female diseases, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 8 is a remedy for all cases of male diseases, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 9 is a remedy for all cases of children's diseases, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 10 is a remedy for all cases of old people's diseases, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 11 is a remedy for all cases of diseases of the senses, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 12 is a remedy for all cases of diseases of the organs, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 13 is a remedy for all cases of diseases of the system, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 14 is a remedy for all cases of diseases of the mind, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 15 is a remedy for all cases of diseases of the soul, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 16 is a remedy for all cases of diseases of the body, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 17 is a remedy for all cases of diseases of the spirit, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 18 is a remedy for all cases of diseases of the life, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 19 is a remedy for all cases of diseases of the death, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 20 is a remedy for all cases of diseases of the resurrection, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 21 is a remedy for all cases of diseases of the eternal life, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.

THERAPION No. 22 is a remedy for all cases of diseases of the eternal life, and is the only one which does not produce any harmful effects, and is the only one which is the result of the most refined scientific research, and is the only one which is the result of the most refined scientific research.



THOSE who habitually INVESTIGATE will only buy PIANOS and Musical Goods

AT THE
ROBINSON PIANO CO., LD.

QUEEN'S ROAD CENTRAL.
Hongkong, 3rd May, 1901. [1232]

DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.



Also large Stocks of GANDY COTTON BELTING.

SOLE AGENTS,
LUTGENS, EINSTMAN & CO.
HONGKONG.

55-57

ACETYLEN GAS

OR PRIVATE OR INDUSTRIAL LIGHTING

HANDBOOK of practical hints and price-list of producing apparatus and gas and postage free by:

DEROY Fils Ainé, Engineer,
71 to 77, rue du Théâtre, PARIS.

10

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central Head Office—Tokyo.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.

AGENCIES—

Mitsui Coal Mines, Kanabara Coal Mines, Hokoku Coal Mines, Tagawa Coal Mines, Ida Coal Mines, Yonokawa Coal Mines, Kanda Coal Mines, Fukuma Coal Mines, Yashimoto Coal Mines, Onoura Coal Mines, No. 1, Ohtsuji Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills, MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

[786]

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps, Wood Working and Iron Working Machinery, Saw Mills and Saw Mill Supplies, Sugar and Rice Mill Machinery, Mining and Milling Machinery.

Write for Catalogues and list of what you require.

PARK & LACY CO., 21 and 23, Fremont Street, San Francisco, Cal., U.S.A. [732]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

WITH CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS

SIEMSEN & CO.
Hongkong 3rd October, 1900. [10]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th February, 1901. [508]

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [1044]

APRIOL & STEEL

A Remedy for all Irrregularities.

POST OFFICE NOTICES.

The *Natal*, with the French Mail of the 19th April, left Saigon on Friday, the 17th inst., at 11 a.m., and may be expected here on or about Monday, the 20th inst. This Packet brings replies to letters despatched from Hongkong on the 18th March.

The *Doric*, with the American Mail of the 21st ult., left Yokohama on Thursday, the 16th inst., at daylight, and may be expected here on or about Friday, the 24th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hankow	Saturday, 18th, 7.30 a.m.
Pakhoi and Haiphong	Trym	Saturday, 18th, 11.00 a.m.
Bangkok	Claverdon	Saturday, 18th, 11.00 a.m.
Shanghai	Melpomene	Saturday, 18th, 1.00 p.m.
Singapore, Penang and Rangoon	Glada	Saturday, 18th, 1.45 p.m.
Manila	Kwongshun	Saturday, 18th, 2.00 p.m.
Shanghai	Tungking	Saturday, 18th, 3.00 p.m.
Kanchoi and Samahni	Huich-ko	Saturday, 18th, 5.00 p.m.
Chinkiang	Clara	Saturday, 18th, 5.40 p.m.
Swatow, Amoy, Tamsui and Foochow	Nauchang	Saturday, 18th, 5.00 p.m.
Hohow, and Haiphong	Hinsang	Saturday, 18th, 5.00 p.m.
Neuchang	Maidara Maru	Saturday, 18th, 5.00 p.m.
Hongkong	Powen	Sunday, 19th, 5.00 p.m.
Swatow, Amoy and Tamsui		
Canton		

EUROPE, &c., India via Tutuoria.....
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)

Amoy and Shanghai
Singapore, Penang and Calcutta
Manila
Saidkan
Kobe and Yokohama
Singapore, Samarang and Surabaya

EUROPE, &c., India via Tutuoria.....
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

India and Cebu
Hainan
Prattien

EUROPE, &c., India via Tutuoria.....
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.
Sale, Japanese Ware, Sales Rooms, Mr. Geo. P. Lamont, noon.
Sales, Silk Tapestries, Sales Rooms, Messrs. Hughes and Hough, 2.30 p.m.
Hongkong Rifle Association, Competition, 2.45 p.m.
Hockey Match, Officers of the R.A. v. Indian Brigade, Kowloon, 5 p.m.

COMMERCIAL.
CLOSING QUOTATIONS.

ON LONDON	ON NEW YORK	ON HAMBURG	ON SHANGHAI	ON YOKOHAMA	ON MANILA	ON SINGAPORE	ON BATAVIA	ON KUPANG	ON SAIGON	ON BANGKOK	ON SOERABAYA	ON GOLD LEAF	ON BAR SILVER
Telegraphic Transfer 1/11 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2	Bank Bills on demand 2/47 1/2

VESSELS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer *Natal*, with the next outward French mail, left Saigon on the 17th inst., at 11 a.m., for this port.

THE AMERICAN MAIL.
The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 25th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 18th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer *Pera*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 11th inst.

The C. P. R. steamer *Empress of China* left Vancouver on Tuesday, the 7th inst., for this port via the usual Japanese ports of call.

The Austrian Lloyd's steamer *Melpomene* left Singapore for this port on the 10th inst., p.m.

The steamer *Adelphi* left Singapore for this port on the 13th inst., and may be expected here on the 18th inst.

The "Ben" Line steamer *Bengal*, from Antwerp and London, left Singapore for this port on the 13th inst.

The Austrian Lloyd's steamer *India* left Singapore for this port on the 14th inst.

The P. & O. steamer *Pekin* left Singapore for this port on the 15th inst., at 10 a.m.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 15th inst., a.m., and is expected to arrive here on the 22nd inst., a.m.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha.	\$125	382 p. et. prom.
China & Japan, ordy.	24	21
Do. deferred	21	21
Nat'l. Bank of China	28	\$27, buyers
B. Shans	28	\$27, buyers
Foun. Shans	21	\$15, sellers
Hell's Asbestos E. A.	21	\$11.10
China-Borneo Co., Ltd.	\$10	\$20
China Light and	\$20	20, nominal
China Prov. L. & M.	\$10	\$10, buyers
China Sugar	\$10	\$13, sellers
Cigar Companies		
Alhambra, Limited	\$500	\$1,500, buyers
La Commercial, Ltd.	\$500	\$1,000, buyers
Hemania, Limited	\$500	\$1,000, buyers
Lo. Rovers, Ltd.	\$500	\$1,000, buyers
Cotton Mills		
Evo	100	100, buyers
International	100	100
Laon Kung Mow	100	100
Soychee	100	100, buyers
Yahloong	100	100
Hongkong	100	100
Dairy Farm, E. B. C.	\$25	\$25, buyers
Kowloon & C. Co.	\$25	\$25, buyers
Green Island Cement	\$10	\$10, buyers
H. & C. Bakery	\$50	\$50
Hongkong & C. Gas	\$20	\$20, buyers
Hongkong Electric	\$10	\$10, buyers
H. H. L. Transp.	\$50	\$50, buyers
H. H. L. Water	\$50	\$50, buyers
Hongkong Hotel	\$50	\$50, buyers
Hongkong Ice	\$50	\$50, buyers
H. & K. Wharf & G.	\$50	\$50, buyers
Hongkong Rop.	\$50	\$50, buyers
H. & W. Dock	\$50	\$50, buyers
Insurance		
China Fire	\$50	\$50, buyers
China Traders	\$50	\$50, buyers
Hongkong Fire	\$50	\$50, buyers
North China	\$25	\$25, buyers
Straits	\$50	\$50, buyers
Union	\$50	\$50, buyers
Tangshan	\$50	\$50, buyers
Land and Building	\$100	\$100, buyers
Hongkong Land Inv.	\$10	\$10, buyers
Hongkong Estate	\$10	\$10, buyers
Kowloon Land & B.	\$50	\$50, buyers
West Point Building	\$50	\$50, buyers
Luzon Sugar	\$100	\$100, buyers
Mining		
Charbonnages	\$250	\$250, buyers
Yokohama	\$250	\$250, buyers
Queen's Mines, Ltd.	\$250	\$250, buyers
Olivera Mines, A.	\$250	\$250, buyers
Do. B.	\$250	\$250, buyers
Panjoon	\$250	\$250, buyers
Do. Preference	\$250	\$250, buyers
Rauis	\$250	\$250, buyers
New Amoy Dock	\$250	\$250, buyers
Orion Hotel, Manila	\$250	\$250, buyers
Robinson Piano Co., Ltd.	\$250	\$250, buyers
Steamship Coys.		
China and Manila	\$50	\$50, buyers
China Mutual	\$50	\$50, buyers
China Ordinary	\$50	\$50, buyers
Do. B.	\$50	\$50, buyers
Douglas Steamship	\$50	\$50, buyers
H. Canton and N.	\$50	\$50, buyers
Indo-China S. N.	\$50	\$50, buyers
Shell Transport and	\$50	\$50, buyers
Trading Co.	\$50	\$50, buyers
Star Ferry	\$50	\$50, buyers
Tobacco Planting Co.	\$50	\$50, buyers
United Asbestos	\$50	\$50, buyers
Do. B.	\$50	\$50, buyers
Wanchai Warehouse	\$50	\$50, buyers
Watkins, Ltd.	\$50	\$50, buyers
Watson & Co. A. S.	\$50	\$50, buyers
Universal Trading	\$50	\$50, buyers
Co., Ltd.	\$50	\$50, buyers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 18th MAY, P.M.

	Dir.	Bar.	Therm.	Humid.	Wind.	Weather.
Vladivostok	2 p.	30.10	50	—	SE	4
Tokyo	3.00	30.10	—	—	N	3
Kobe	3.00	30.10	—	—	SE	2
Nagasaki	3.00	30.10	—	—	SW	3
Kagoshima	3.00	30.10	—	—	SE	3
Tsushima	3.00	30.10	—	—	E	6
Taichu	3.00	30.09	—	—	W	2
Tsushima	3.00	30.02	—	—	NW	4
Kosum	3.00	30.05	—	—	NW	4
Pescadore	3.00	30.06	—	—	N	0
Guzlat	3 p.	29.89	65	75	SE	4
Sharp Peak	3.00	29.89	74	50	E	1
Amoy	3.00	29.89	76	50	SE	3
Swatow	3.00	29.77	76	50	E	1
Canton	3.00	29.82	64	70	E	1
Hongkong	4 p.	29.82	77	51	E	3
Victoria Peak	3.00	29.82	—	—	SW	1
Gap Peak	3.00	29.82	—	—	E	3
Macao	3.00	29.81	52	—	ENE	1
Hongkong	1 p.	29.80	79	100	—	0
Manila	4 p.	29.80	79	100	—	0
Manila	3 p.	29.80	79	100	—	0
Batavia	3.00	29.81	85	—	SW	1
Soerabaya	3.00	29.79	89	—	SW	2
Cebu	3.00	29.79	89	—	SW	2
C. S. James	3.00	29.79	89	—	SW	2